

AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

February 28, 2006
Aldermen Osborne, O'Neil,
Shea, Roy, Long

6:00 PM
Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Communication from Robin Bonneau requesting the use of Arms Park and the Notre Dame Bridge for the 15th Annual WGIR/FM Memorial Weekend fireworks display on Sunday, May 28, 2006 with a rain date of Monday, May 29, 2006 and requesting set up on Saturday, May 27, 2006.
Gentlemen, what is your pleasure?
4. Communication from David Smith, MTA Executive Director, seeking input regarding where and how a bus transfer point might be located in downtown.
(Note: at 11/21/2005 meeting requested Public Works, Police and Planning be involved as well as Traffic with MTA reporting back to committee at a later date.)
Gentlemen, what is your pleasure?
5. Communication from residents of Amherst Street submitting a petition requesting to amend the Residential Parking Permit Ordinance.
Gentlemen, what is your pleasure?
6. E-mail communication from Julia-Estelle Ferrer regarding housing code needs within inner-city dwellings.
Gentlemen, what is your pleasure?
7. Communication from Attorney Bruce Kenna, on behalf of Alan Dary requesting exception to the Residential Parking Permit for Zone #1.
Gentlemen, what is your pleasure?

8. Communication from Cathy McDonald, Treasurer of Marcel's Way, requesting the use of Arms Park on Saturday, April 29, 2006 from 10 AM until 4 PM with a rain date of April 30, 2006, in conjunction with a walkathon to help raise awareness of mitochondrial disorders.

Gentlemen, what is your pleasure?

9. Communication from Jason Plourde advising of a proposed gasoline station, convenience store, car wash facility redevelopment project to be located at the intersection of Second Street, South Main Street and South River Road.

Gentlemen, what is your pleasure?

10. Revised Draft Downtown Parking Study.
(Note: referred to committee by the full Board on 12/19/2005. Previously forwarded to all members of the Board. Parking study recommendations submitted by Randy Sherman enclosed.)

Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove the following items from the table for discussion.

11. Chairman Osborne advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

NO PARKING ANYTIME:

On Country Club Drive, west side, from Front Street (south entrance) to Front Street (north entrance)
Alderman Forest

RESCIND NO PARKING ANYTIME (6 PM-7 AM/NOVEMBER 15 THROUGH MAY 15):

On Country Club Drive, east side, from Front Street (south entrance) to Front Street (north entrance) – ORD. 8559

On Country Club Drive, east side, from Front Street (north entrance) – ORD. 8604
(duplicate on record)

Alderman Forest

(Tabled 02/21/2006)

12. If there is no further business, a motion is in order to adjourn.

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February 15, 2006

Mr. Leo Bernier
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101

Dear Leo:

Please consider this letter as our annual request for the traditional use of the Arms Park area as well as the Notre Dame Bridge for the 15th Annual WGIR/FM Memorial Weekend fireworks display.

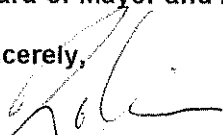
WGIR AM/FM hereby formally requests of the Mayor and City Aldermen permission to set up Saturday May 27, the use of Arms Park and the Notre Dame Bridge on Sunday May 28, 2006 for the day of the event, with a rain date of Memorial Day itself, Monday May 29, 2006 if necessary.

The event organizers tell me they are returning to the original format of opening the event up free of charge to the general public, cutting back on the musical events, but maintaining the high-quality food vendors. Gates will open at 1:00PM and the whole show will come to a conclusion by 10:00PM.

We fully understand that all costs for "The Sky Show" is the sole responsibility of Clear Channel Broadcasting and their underwriting sponsors. We understand fully the permit requirements, the City Department heads we must deal with, as well as the concerns of the neighbors in the Arms Park area.

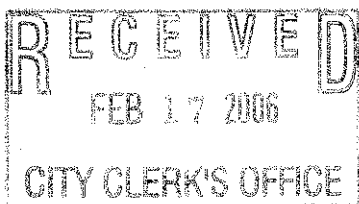
So, here we go again for the 15th time, kicking off the Queen City's summer season-2006, thanks to the encouragement and support of your office and that of the Board of Mayor and Aldermen of the City of Manchester. We thank you all again!

Sincerely,


Robin Bonneau, Consultant
625 Coolidge Ave.
Manchester, NH 03102
(603) 626-9806

rbonneau@comcast.net

cc: Joe Graham, GM
Sarah Anderson, Promotions Director



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MANCHESTER TRANSIT AUTHORITY

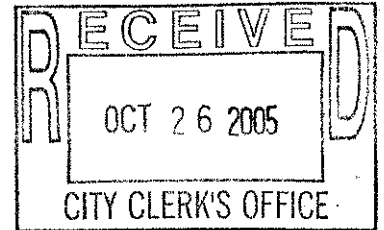
110 ELM STREET, MANCHESTER, NH 03101-2799
TELEPHONE (603) 623-8801
FAX (603) 626-4512



JOHN H. TRISCIANI, CHAIR
DAVID F. JESPERSEN, VICE CHAIR
JOSEPH J. DESELLE
PETER ESCALERA
MAUREEN NAGLE

DAVID SMITH
EXECUTIVE DIRECTOR

October 24, 2005



Alderman Mary Sysyn, Chair
Traffic/Public Safety Committee
City Clerks Office
1 City Hall Plaza
Manchester, NH 03101

Dear Alderman Sysyn:

The Southern New Hampshire Planning Commission has recently begun a study of transit in Manchester and the region. As the Southern New Hampshire region grows, the increasing dispersion of land development in the area is leading to changes in trip-making. These changes include increased trip-making per capita, travel across municipal boundaries, and a growing need to ensure mobility and accessibility on a regional scale.

The overall focus of the SNHPC study is to assess the ways and means for providing essential public transportation services on a regional scale. They will investigate various options including expansion of the existing MTA service, coordination of transportation services provided by social service agencies, transportation brokerage, and other innovative strategies towards increasing a person's options for mobility in the greater Manchester area.

The first portion of the SNHPC study will consist of a Comprehensive Operations Analysis (COA) of MTA operations. The purpose of the COA is to ensure that the most efficient and effective services possible are being provided for MTA's customers, within the scope of service provided by MTA today, and to identify priorities for growth. SNHPC has chosen consultant KKO and Associates to perform the COA study. KKO and Associates has begun data collection, including passenger counts and surveys and route running-time analysis. The study is expected to result in some restructuring of the current system, with new offerings in a phased implementation.

Currently, transfer between buses serving different areas of the city is difficult for our passengers. We have asked the consultant to look at ways to make travel between neighborhoods convenient for passengers by considering timed transfers in the downtown area.

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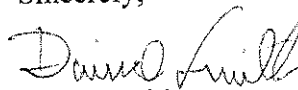
Alderman Mary Sysyn, Chair
Traffic/Public Safety Committee
Page 2

One of the most important ingredients in a well-functioning transit system in Manchester may be to establish a single downtown transfer location allowing several buses to meet once or twice an hour so that transfers can be made safely and efficiently. The challenge is to find a location where many buses may meet. In addition, the transfer point must also be convenient for downtown customers who want to utilize public transportation.

While the study is underway, we ask for the opportunity to speak to the Committee and to receive your input regarding where and how a downtown transfer point might be located in downtown Manchester.

Thank you in advance for your time, and look forward to working with you.

Sincerely,



David Smith
Executive Director

Pc - Honorable Mayor Robert Baines
Robert MacKenzie, Director of Planning
Tom Lolicata, Traffic Engineer
MTA Commission

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February 16, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
c/o City Clerk's Office
One City Hall Plaza
Manchester, NH 03101

RECEIVED
FEB 17 19:11

Re: Petition to Amend Resident Parking Permit Ordinance

Dear Mr. Chairman and Committee Members:

We, the undersigned residents of Amherst Street between Pine and Union Streets respectfully request that consideration be given to amending the following Ordinance:

Section 70.55 Residential Permit Parking (C) (2)
Residential Parking Permit Zone #2 (b)

To include residents on Amherst Street who would need to park on Concord Street or northerly within the Zone.

This action is requested because it appears that a small group of residents of this area were inadvertently left out of a zone when the ordinance was amended last. We now request that we be included once again in this Zone.

Due to the financial and logistical constraints of living in downtown Manchester, parking permits are an invaluable asset to those of us who depend on private transportation to get to and from our jobs. While we understand that parking spaces are a limited resource, it is our sincere desire that you review the current policy, and consider reinstating our parking privileges.

Your attention to this matter is greatly appreciated.

Sincerely,

Signature

Apartment#/Phone #

Matthew J. Crosson
Walter G. Crosson II
Ch. P. S.
Derek J. Spinelli
Peter J. Spang
John R. Spang

#11 / 603 275-6261
#9 603-944-5781
#5 603-565-9124
Apt 14 603-203-4882
(MANAGER) 647-7223
Apt 4 603 687 5659

therein is impacted by commuter vehicles. In determining whether an area identified as eligible for residential permit parking shall be designed as a residential permit parking zone, the Committee on Traffic and Public Safety shall take into consideration the following factors:

- (1) The extent of the desire and need of the residents for residential permit parking;
- (2) Proximity of the neighborhood to major "parking attractors" including, but not limited to, employment centers, retail stores, restaurants, and tourist attractions;
- (3) Proximity of the neighborhood to transit service;
- (4) Scarcity of convenient off-street parking for residents;
- (5) The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces;
- (6) Substantial use of neighborhood curb space by commuters and other nonresidents for parking;
- (7) Traffic, noise and safety problems caused by vehicles cruising for parking.

(D) *Residential Parking Permit Zones.* The following areas are hereby designated as the Residential Parking Permit Zones:

(1) Residential Parking Permit Zone #1.

(a) Area consisting entirely of the Amoskeag Corporation Housing Historic District (as defined in the Manchester Zoning Ordinance) which is an area bounded generally by Mechanic Street on the north, Pleasant Street on the south, Franklin Street on the east, and Canal Street on the west, but not to include Franklin Street and Canal Street except for 287, 633, 635, 641, 643, 647, 649, 657, and 659 Canal Street. The north side of Mechanic Street and the south side of

Pleasant Street shall not be included in the program.

(b) Kidder, Hollis and Dow Streets.

(c) Bedford Street from Kidder Street southerly to Pleasant Street.

(2) Residential Parking Permit Zone #2.

(a) Area bounded by Merrimack Street on the north, Auburn Street on the south, Union Street on the east, and on the west by Chestnut Street, Lake Avenue, and Pine Street in the manner they form the western boundary of the R-4 Zoning District pursuant to the Zoning Map of the City of Manchester, NH. Union Street shall not be included in the program.

(b) Area bounded by Concord Street on the south, Blodget Street on the north, Union Street on the east, and on the west by the western boundaries of C-1, R-4, R-3, and R-3-PO pursuant to the Zoning Map of the City of Manchester, NH. Both sides of Blodget Street between Elm Street and Union Street shall be included. Union Street shall not be included in the program.

(3) Residential Parking Permit Zone #3. Area bounded by Harvell Street on the north, the Town of Bedford property line on the south, the Everett Turnpike on the east and Second Street on the west but not to include Second Street and the Everett Turnpike. Both sides of Harvell Street shall be included in the program.

(4) Residential Parking Permit Zone #4. Areas described as follows: Pine Street, east side, from Valley to Auburn Streets; Cedar Street, both sides, from Pine to Union Streets; Auburn Street, south side, from Pine to Union Streets; Spruce Street, both sides, from Pine to Union Streets; Central Street, north side, from Union to Pine Streets; and Laurel Street, both sides, from Union to Pine Streets; and further described as Auburn Street both sides from Union Street to Maple Street; Beech Street west side, from Auburn Street to Valley Street; Bell Street, both sides, from Union Street to Beech Street; Grove Street, both sides, from Union Street to Beech Street; and Green Street, both sides, from Union Street to Beech Street.



<http://ia/servlet/com>

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Piecuch, Patricia

From: ferrerginger@comcast.net
Sent: Sunday, February 12, 2006 12:29 PM
To: CityClerk
Subject: FW: A follow up.

Attn: Alderman for Ward 11, Henry R. Thibault. Please read contents of this email. Sent to all members of the Board of Alderman, Mayor Guinta and Craig Smith. Thank you.

----- Forwarded Message: -----

From: ferrerginger@comcast.net
To: jvp36@juno.com
Subject: FW: A follow up.
Date: Sun, 12 Feb 2006 17:14:27 +0000

Dear Alderman Pinard, I have forwarded a copy of an email I sent to Mayor Guinta. My hope is that you and the other members of the Board of Alderman will look into this long termed concern regarding the contents of this email and the many citizens of this City who continue to live in substandard housing due in most part to the perceived participation of the inspector's at the building department and delinquent landlords/property owners who do not comply with the housing codes of this city. Putting many in harm's way and then expecting tenant's to continue to pay rent to live in unsafe housing,

----- Forwarded Message: -----

From: ferrerginger@comcast.net
To: frankguinta@comcast.net (Frank Guinta)
Subject: A follow up.
Date: Tue, 24 Jan 2006 19:15:27 +0000
Dear Mayor Guinta,

I email you once again to try and bring positive focus and attention to the ongoing concerns regarding safe and code complaint housing code needs for some in our inner city dwellings. For far too long there appears to be a cavalier, callous sense of disregard for the rights of tenant's no matter their income status, racial composition, gender or age.

My history with these illegalities is long and valid. This is one of the reasons I advocate these concerns.

Once one has been violated in any way shape or form one can attest credibly to these misdeeds. Especially when they are experienced in the long term.

I believe there has to be an update on housing procedures. Hold inspector's accountable for their perceived irresponsibility should they not enforce housing codes and condone the non-compliance by favored landlords/property owners.

Human beings live in some of these poorly maintained buildings. While the owners live

2/13/2006

well on the proceeds of their non-compliant attitudes. Most especially if the property they own supplements their income. They will upgrade and repair the needs of their own living spaces, but will not in the living spaces of tenants that pay their rent. Add to this the safety of firefighters who may have to enter a building where rotted stairs, railings and decks cannot sustain their weight and function during a fire and or rescue effort. How can it appear to be so easy to get away with?? Corruption seems to be the order of the day when it comes to some of the violations some inspectors of the building department appear to condone in favor of the landlord/property owner and not of the needy tenant. The 14-day rule of compliance is extended or ignored all together and the tenant remains unsatisfied in their need for repair or code complaint living conditions. Add to this intimidation and threats of illegal eviction by said landlord/property owner yet another component of illegal action against a tenant seeking justifiable code compliance.

I believe there should be copies of the inspection paperwork made available to the tenant after inspections, so that they can be made aware of what the inspector approved or did not enforce as the end result of his/her inspection. The tenant has no written documentation to allude to with regard to their need for remedy of the violations. As it stands now, any inspector can generate a report and insert it into the file of the property inspected using his/her own version of the outcome of said inspection and the tenant never sees what his/her report entails. So when and if a tenant seeks remedy for perceived violations it is only his/her word against the property owner or landlord as no documentation is available to validate their concerns.

Callous disregard for human life and the law appear to be an ongoing mindset within the inspection processes exhibited by some of this city building inspector's and officials.

Is there a forum within the Mayor/Alderman meeting chamber where citizens may speak to an issue of more than two minutes?? How can anyone present a clear and succinct issue of concern when they have only two minutes to address said issue?? Most citizens here in our city do not believe anyone is really listening to their perceived concerns for the ongoing violations of their rights, far too many. A sense of hopelessness and frustration exists and will only continue to exist because the overall belief is that nothing positive or corrective will be done and it will go on being business as usual. The haves will continue to take and the have not will continue to be further stripped of their remaining rights, safety, dignity and respect. And for this they must continue to pay rent to live in unsafe housing conditions.

As our new Mayor surely there must be something that can be done to bring a halt to these illegal machinations that appear to go on unabated within the framework of City Hall's Building Department inspection personnel and officialdom.

If you recall, when you were first considered a candidate to run for Mayor I wrote you about my concerns regarding these issues. So, this is a follow-up. I have documentation I have saved during the years of the living hell that was my tenancy at a previous place of residence within the City of Manchester and the callous disregard exhibited by the inspector's of this city and my landlord. Please Mayor Guinta, this is a real and valid problem that needs remedy yesterday. Help us, won't you??

Until next time.

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Respectfully,

Julia-Estelle Ferrer, II aka Ginger/Level The Playing Field

cc: State Legislator, Mr. Jean Jeudy

2/13/2006

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Piecuch, Patricia

From: Piecuch, Patricia on behalf of CityClerk
Sent: Monday, February 13, 2006 2:44 PM
To: 'ferrerginger@comcast.net'
Subject: Follow-up

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch
Deputy Clerk

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LeBlond-Kang, Paula

From: Piecuch, Patricia
Sent: Monday, February 13, 2006 2:46 PM
To: LeBlond-Kang, Paula
Subject: FW: Follow-up

Paula,
FYI...Tricia

From: Piecuch, Patricia **On Behalf Of** CityClerk
Sent: Monday, February 13, 2006 2:44 PM
To: 'ferreringer@comcast.net'
Subject: Follow-up

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

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Sincerely,

Tricia Piecuch
Deputy Clerk

2/14/2006

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LeBlond-Kang, Paula

From: Piecuch, Patricia on behalf of CityClerk
Sent: Tuesday, February 14, 2006 7:45 AM
To: LeBlond-Kang, Paula
Subject: FW: Follow-up

Paula,
Per your request here is email #1...#2 will be following.

Tricia

From: ferrerginger@comcast.net [mailto:ferrerginger@comcast.net]
Sent: Monday, February 13, 2006 3:54 PM
To: CityClerk
Subject: Re: Follow-up

Hello, Please call me at your convenience at 644-5699. I will be happy to accommodate interested parties in my concerns and what experiences have been a a vivid accurate telling of these negative landlord/inspector issues.

I look forward to hearing from you.

Most respectfully and hopefully,

Ginger Ferrer

----- Original message -----

From: "CityClerk" <CITYCLERK@ci.manchester.nh.us>
Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch
Deputy Clerk

2/14/2006

6

LeBlond-Kang, Paula

From: Piecuch, Patricia on behalf of CityClerk
Sent: Tuesday, February 14, 2006 7:45 AM
To: LeBlond-Kang, Paula
Subject: FW: Follow-up

Here is email #2

From: ferrerginger@comcast.net [mailto:ferrerginger@comcast.net]
Sent: Monday, February 13, 2006 3:56 PM
To: CityClerk
Subject: Re: Follow-up

Hello again. What part does the Department of Safety play in tenant's right's and concerns???

Ginger Ferrer

----- Original message -----

From: "CityClerk" <CITYCLERK@ci.manchester.nh.us>

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch
Deputy Clerk

2/14/2006

7

KENNA, JOHNSTON & SHARKEY, P.A.
ATTORNEYS AT LAW
69 BAY STREET
MANCHESTER, NEW HAMPSHIRE 03104

BRUCE E. KENNA
RICHARD F. JOHNSTON
KEVIN E. SHARKEY

TELEPHONE
(603) 622-3222
TELEFAX
(603) 669-6574
E-MAIL
be.kenna@verizon.net

November 22, 2005

Chairperson, Aldermanic Committee On Traffic
And Public Safety
c/o Manchester City Clerk's Office
One City Hall Plaza
Manchester, NH 03101

Re: Alan Dary
Request for Exception - Residential Parking Permit

Dear Chairperson,

I have been retained to represent Alan Dary of 87 Stark Street, Apartment A-9, regarding his application, pursuant to Manchester City Ordinance 70:55 (E)(1,2) for a Residential Parking Permit for Zone #1. Mr. Dary's application was presented to the clerk's office with ample proof of residence at the Stark Street address. He also had his automobile registration and a valid non-driver's ID issued by the NH Department of Motor Vehicles showing his proper address within your Residential parking Permit Zone #1.

Unfortunately, Mr. Dary does not have his license to operate a motor vehicle since it is temporarily under suspension based upon a conviction for operating under the influence (first offense) entered against him earlier this year. Mr. Dary is single and lives alone at the Stark Street address noted above. Therefore, he does not have the option of merely transferring his auto registration into a spouse's name and having her apply for the permit. However, he still needs to maintain his vehicle registration and keep his car immediately available to him. Because he is employed in sales at WZID here in Manchester he has had to arrange for third parties to chauffeur him in his car to the many client appointments required. Without access to his vehicle, his employment and career will be in jeopardy. He has only been able to maintain this employment because a person's automobile registration is not suspended for a violation DWI.

Please consider this letter as an application for an exception to the rule established in Ordinance 70:55 (E)(2) that "...[the] driver's license of the applicant must be present at the time of making such application...." and that "...the owner...of any motor vehicle applying for a residential

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parking permit shall have a valid State of New Hampshire driver's license." As you can see from the attached application, Mr. Dary qualifies for a residential parking permit in every respect except the present availability of his license. I believe it is clear that the Committee was unaware that some of the city's residents would be in this dilemma when the ordinance was changed recently.

Mr. Dary is trying to correct the mistake he made and to fully comply with all laws and ordinances. However, it appears that he needs some help and flexibility from this committee to keep his car available and his job intact.

If the committee is unable to grant him this exception without a hearing, then I request that you place this request on your next meeting agenda and allow us to appear before you to personally make this request and answer any questions you may have.

Thank you for your cooperation and prompt attention to this request. Feel free to contact me if you have any questions.

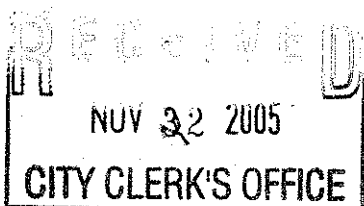
Sincerely,

Bruce E. Kenna, Esq.

Bruce E. Kenna

BEK/pac

cc: Alan Dary



ORDINANCE VIOLATIONS BUREAU
RESIDENTIAL PARKING PERMIT APPLICATION

Date 11-22-05

Permit # _____

DARY ALAN I 9-28-57
Last Name First Name M DOB
87 STARK ST A-9 MANCHESTER NH 03101
Street Zip Code

801-0450 _____
Phone # E-Mail

110829 1 NH 1998 Ford Contour Green
License Plate # State Vehicle Make/Model Color
(MUST BE NH Reg.)

License Plate # /State Vehicle Make/Model Color

License Plate # /State Vehicle Make/Model Color

Drivers License # 09DYA57281, Drivers License & Reg. **must** have current address.

IT IS THE APPLICANTS RESPONSIBILITY TO PROPERLY DISPLAY THE RESIDENT PERMIT.
APPLICANT ASSUMES RESPONSIBILITY OF INCURRED PARKING VIOLATIONS.

I hereby certify that the information contained herein is true and correct. I understand that if I knowingly give any false information herein I am subject to penalties as may be prescribed by law or ordinance.

My signature also indicates that I was given a hand-out that explains the Zone, that I can park in and other rules on the use of the Residential Parking Permit. I understand this information.

[Signature]
Applicant Signature

OVB USE ONLY

Handout given _____
Checked for parking tickets _____
Checked car registration & license for address _____
What other type of proof of Residence _____

MAKE CHECKS PAYABLE TO
THE STATE OF NEW HAMPSHIRE-MV

STATE OF NEW HAMPSHIRE

REGISTRATION CERTIFICATE NOT VALID FOR TITLE PURPOSES. VALID ONLY WITH
DIRECTOR'S SEAL, STATE OF NEW HAMPSHIRE, DEPARTMENT OF SAFETY
DIVISION OF MOTOR VEHICLES, CONCORD, N.H. 03305. ALL RESIDENT TAXES
FOR WHICH I AM LIABLE HAVE BEEN PAID.

DO NOT
MAIL CASH

110829

0 PASS



N.H.S.D. - M.V. 634
OFFICIAL DIRECTOR
VALIDATION # 1067

FOR TOWN / CITY CLERK
USE ONLY

PLEASE VERIFY OWNER'S DATE OF
BIRTH AND PRESENT PLATE TYPE AND
NUMBER.

Manchester RENEWAL

Corrections: NEW MANCHESTER
RESIDENT

PLATE NUMBER	TYPE OF PLATE	VALIDATION STICKER NUMBER	EXPIRATION DATE	PERMIT ALLOC NUMBER			
	PASS		09/30/2006				
YEAR	MAKE	MODEL	FUEL	CYL	AXES	COLOR	TITLE ACTIVITY
1998	FORD	CONTOUR	G	4	2	GRN	AP
GROSS WEIGHT	BODY STYLE	VEHICLE IDENTIFICATION NUMBER	LIST PRICE				
3,380	4DSED		13,500				

634 09/15/2005 2 37.20 CK

NAME AND MAILING ADDRESS			DATE OF BIRTH / ID		STATE FEES	
LAST	FIRST	MI	1	2	REG.	TITLE
DARY, ALAN I			09/28/1957			
87 STARK ST MANCHESTER NH 03101			MUNICIPAL USE ONLY		37.20	
87 STARK ST MANCHESTER NH 03101			DATE	NO MONTHS	TRANSFER PERMIT NO.	
			09/15/2005	12		
			MONTHS	MILLAGE	PERMIT FEES	
			12	3	41.00 MTI: 5.00	
			TRANSFER CREDIT		TRANS FEE \$5.00 TOWN CLERK FEE \$1.00	AMOUNT PAID 54.50
PT: 2.00 TA: .00 WR: 3.00			MA: 2.50		110829 PASS	
X			OWNER'S COPY		PREVIOUS PLATE NO. PRIOR TYPE	


OWNERS SIGNATURE (THIS APPLICATION IS SIGNED AND ANY ADDITIONAL INFORMATION IS OFFERED
UNDER PENALTY OF UNSWORN FALSIFICATION PURSUANT TO RSA 641:3)

7

New Hampshire
HAMPSHIRE
NON DRIVER
IDENTIFICATION

LIC# 09DYA57281
ISS. 02/07/2005 EXP. 02/07/2015
DOB 09/28/1957 SEX M HGT. 5'10"

A. Day



CHANGE OF ADDRESS:

LEGAL ADDRESS:

375 HARRIS ST A-9
MANCHESTER, NH 03101



VISIT THE DMV WEB SITE AT WWW.NH.GOV/DMV

O N D J F M A M J J A S O
2004 Month 2005

7
----- DETACH HERE -----

Please return this stub with your check, made payable to PSNH. To avoid a late payment charge, payment must be received by payment due date.

Account Number	Billing Date	Payment Due Date	Total Amount Due	Amount Enclosed
[REDACTED]	Oct 28, 2005	Nov 25, 2005	\$80.21	
Save a stamp - Pay at psnh.com				



ALAN I DARY
87 STARK ST
1FL APT 9
MANCHESTER NH 03101-1935

PSNH
P O BOX 360
MANCHESTER NH 03105-0360

Please do not write on this stub.
See reverse side for change of address form.

11-97-02452-2-8



Statement of Service

*0007276
BOX 6505 CHELMSFORD MA 01824-0000

REAR DARY
87 STARK ST APT 9
MANCHESTER NH 03101-1935



Billing Date:
Account Number:

Page 1 of 3
September 18, 2005

How to reach us...

Call 24 Hours a Day, 7 days a week
For Customer Care: 1-888-633-4266

Summary of Charges

Please see following pages for account details

Billed from 09/25/05 - 10/24/05

Previous Balance	\$ 121.00
Payment Received	121.00 cr
Cable (Video) Services	68.55
Comcast High Speed Internet	45.95
Taxes, Surcharges & Fee(s)	6.50
Balance Due	\$ 121.00

00#2773
11/05 - 2

7

KENNA, JOHNSTON & SHARKEY, P.A.
ATTORNEYS AT LAW
69 BAY STREET
MANCHESTER, NEW HAMPSHIRE 03104

BRUCE E. KENNA
RICHARD F. JOHNSTON
KEVIN E. SHARKEY

TELEPHONE
(603) 622-3222
TELEFAX
(603) 669-6574
E-MAIL
be.kenna@verizon.net

February 15, 2006

Hon. Ed Osbourne, Chairman
Aldermanic Committee On Traffic And Public Safety
c/o Manchester City Clerk's Office
One City Hall Plaza
Manchester, New Hampshire 03101

**Re: Alan Dary
Request for Exception - Residential Parking Permit**

Dear Chairman Osbourne,

I wrote to the Committee on November 22, 2005 on behalf of my client, Alan Dary, requesting an exception for him regarding City Ordinance 70:55 (E)(2). A copy of that letter and the application filed for his Residential Parking Permit are attached hereto in case the originals have been lost or misplaced. We never received a response to our request. I suspect that this may be the result of the last election and the resulting changes in the city committee's membership.

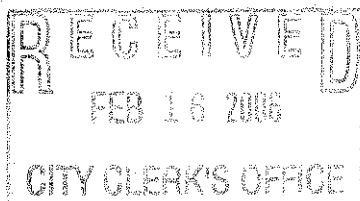
At any rate, I have been advised that a meeting of your Committee is scheduled for Tuesday, February 21, 2006. Could you please consider Mr. Dary's application and request for exception on the 21st and let us know your decision. If you or anyone on the Committee considers it necessary or helpful for us to appear in person, we would be happy to do so either on the 21st or at your next meeting.

Thank you for your cooperation and consideration in this matter. Please feel free to contact me if you have any questions or wish us to appear in person before the Committee at any time.

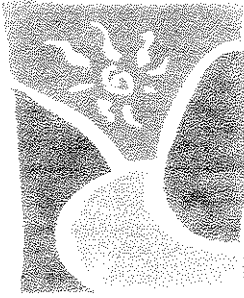
Sincerely,

Bruce E. Kenna, Esq.
Bruce E. Kenna

BEK/sjs
Enc.
cc: Alan Dary



8



Marcel's Way

Providing those whose lives are touched by Mitochondrial Disorders with information, education and support.

January 30, 2006

Mr. Ed Osborne
Chairman Traffic Committee
City Clerk's Office
1 City Hall Plaza
Manchester, NH 03103

Dear Mr. Osborne,

This letter is in request for approval of a Walkathon and festivities to follow in Arms Park parking lot area on Saturday April 29, 2006 from 10:00 a.m. until 4:00 p.m. with a rain date of Sunday April 30, 2006. The purpose of our walkathon is to help raise awareness for our cause.

Our organization, Marcel's Way, is a non profit organization for children and families who are affected with mitochondrial disorders. The organization provides families with education, information, and support. For more information please refer to our website www.marcelsway.org.

We have spoken with Lt. Richard Valenti at the traffic division of Manchester Police Department to confirm there are no other events scheduled at this point. We have also spoken with Sergeant Bartlett at the Manchester Police department and he has provided us with route for our short walk. It has been explained to us that after we have secured the date, he will then email me the permit and Marcel's Way will provide him with the insurance binder. The organization is also aware that we must hire a police officer for the event.

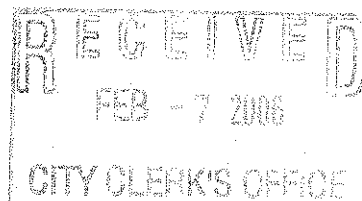
Do not hesitate to contact us with any questions or requests for further information we may provide. Thank you for your consideration with our request. We look forward to your response.

Sincerely,

A handwritten signature in cursive script that reads "Cathy McDonald".

Cathy McDonald, Treasurer
Marcel's Way
P.O. Box 392
New Boston, NH 03070
(877) 412-4141

cathy.mcdonald@marcelsway.org
www.marcelsway.org





Greenman - Pedersen, Inc.

Engineering and Construction Services

9

REF.: NEX-2005099

February 13, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
c/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

SUBJECT: Proposed Gasoline Station/Convenience Store/Car Wash Facility
Second Street/South Main Street/South River Road

Dear Chairman Osborne and Committee Members:

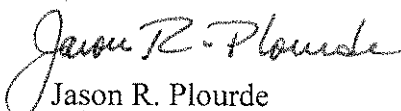
Greenman-Pedersen, Inc. (GPI) has prepared this letter on behalf of Trammel Crow Company, the proponent of the proposed gasoline station redevelopment project to be located at the Second Street, South Main Street, and South River Road intersection in Manchester. The site presently contains a gasoline station and a convenience store and two vacant buildings formally used by the Motorsports of Manchester. As proposed, the project consists of razing the existing buildings and gasoline pumps to construct a new facility, consisting of a 3,925 square foot convenience store that will include a car wash and a gasoline station with 12 vehicle fueling positions.

Based on field reconnaissance, congestion of traffic was observed along the Route 3 corridor between the Colby Court/Bedford Square intersection in Bedford and the South Main Street/Second Street/South River Road intersection in Manchester. The proponent has been working with the City of Manchester and the Town of Bedford to design and implement a traffic signal system to coordinate these two traffic signals in order to allow progression of traffic along the Route 3 corridor.

Based on a meeting with Jim Hoben of the Manchester Traffic Department, Dave Winslow of the Manchester Highway Department, and representatives of the Town of Bedford, it was requested that we provide a letter to the Committee on Public Safety and Traffic for notification of these improvements. Should you have any questions, or require additional information, please contact me at 891-2213.

Sincerely,

GREENMAN - PEDERSEN, INC.


Jason R. Plourde
Project Manager

cc. D. Spillane - Trammell Crow Company



**City of Manchester
Department of Finance**

One City Hall Plaza
Manchester, New Hampshire 03101
Phone: (603) 624-6460
Fax: (603) 624-6549

November 21, 2005

The Honorable Board of Mayor and Aldermen
C/o City Clerk Office
One City Hall Plaza
Manchester, NH 03101

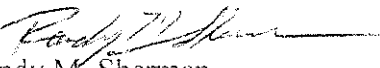
Dear Honorable Board:

Attached for your review, please find a copy of the revised DRAFT Downtown Parking Study, which reflects changes made as a result of the Public Hearing. This latest version of the report has been available on the City's website since Thursday, November 17th. Please discard any previous versions of the study, as the attached will be the document discussed at the BMA presentation. Chris Luz from the Lansing Melbourne Group will be taking suggestions and comments until December 2, 2005. If after all comments are received he believes additional changes need to be made, an addendum will be issued.

The Mayor has scheduled a board meeting regarding the study on Monday, December 19th directly following the Road Hearing.

As always, please feel free to contact me with any questions.

Respectfully submitted,


Randy M. Sherman
Deputy Finance Officer

Cc: Mayor Elect Frank Guinta

BOARD OF MAYOR & ALDERMEN

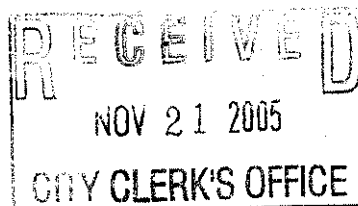
DATE: December 19, 2005

ON MOTION OF ALD. Shea

SECONDED BY ALD. Osborne

VOTED TO refer to Traffic Committee
and City staff-Traffic,
Police, Highway, Mayor,


CITY CLERK
MEDO, Fire and Solicitor





**City of Manchester
Department of Finance**

One City Hall Plaza
Manchester, New Hampshire 03101
Phone: (603) 624-6460
Fax: (603) 624-6549

10

February 13, 2006

Alderman Osborne, Chairman
Public Safety and Traffic Committee
One City Hall Plaza
Manchester, NH 03101

Re: Parking Study Recommendations

Alderman Osborne and Committee Members:

I have taken the liberty of extracting the 39 recommendations from the parking study and creating a stand-alone document. Enclosed is a copy of this document. I have also included Tables 21 & 22 from the study which are referenced as part of the recommendations.

On December 19, 2005, the parking consultants briefly presented their findings to the full board. The action of the BMA was to send the study to the Public Safety & Traffic Committee and to six city departments; Police, Highway, Traffic, Solicitor, MEDO and Fire. Staff met as a group today for the first time and has agreement on the following initial recommendations to the Committee:

1. Assign the transition responsibility to one department. (Recommendation #1)
2. Authorize the hiring of a Parking Manager. (Recommendation #2)
3. Bring back LMG for one follow-up session with staff and either the Committee or the full board (Recommendation # 3) (LMG has offered to cover staff costs if the city reimburses out-of-pocket costs)
4. Establish the parking system as a self-supporting enterprise. (Recommendation #5)
5. Adopt the Table 21 recommendations relative to parking enforcement (Recommendation # 8)
6. Increase the auto registration fee for parking to a maximum of \$3. (Recommendation # 15)
7. Authorize staff to issue an RFP for pay and display meters. (Recommendations 18-20)
8. Request Highway Engineering to initiate the planning and design for a one-way on Mechanic Street. (Recommendation 39)

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Staff discussed several other components of the study and concluded that the majority of the recommendations should be considered and resolved only after the parking manager has been hired. At this time, staff is looking forward to meeting with the Committee and getting direction on how the members would like to proceed.

Respectfully submitted,



Randy M. Sherman
Deputy Finance Officer

Cc: Public Safety & Traffic Committee
Mayor Guinta
David Albin
Paul Borek
Kevin A Clougherty
Jim Hoben
Glenn Leidemer
Bruce Thomas
Richard Valenti

ORGANIZATION AND ADMINISTRATION

Recommendation Number	Recommendation	Action	Status
No. 1	The BMA should assign responsibility for managing the transition of reorganization to one department.		
No. 2	The BMA should authorize the hiring of a Parking Manager.		
No. 3	The BMA should authorize the the City to retain a qualified parking consultant to develop the Implementation Plan.		
No. 4	The BMA should adopt the parking organization described above in this report subject to refinements in the Implementation Phase.		
No. 5	The BMA should adopt a policy that the reorganized parking system will achieve a self-supporting level of financial stability.		
No. 6	The BMA should recognize and adopt the following policy guidelines as part of the PMP: 1. Strategy in future lease negotiations or renewals should come from the Implementation Phase. 2. Efforts should be made to ensure that every commitment made by the City moves it one-step closer to achievement of its long-term goals.		

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ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 6 (cont.)	3. Tactical matters should fall to the parking department head. Issues specifically negotiated in the leases such as rates, operation, availability and reservation for future use should be managed within the context of the system.		
	4. Ownership should be the goal, not leasehold. If a public private partnership is considered important to support the development of a specific project or to attract a specific tenant, the City should consider options such as condominium ownership of the spaces and support of the underlying construction debt.		
	5. Great care should be exercised to keep from committing large blocks of spaces to a single property or business owner. This can cause great difficulty in future efforts to obtain financing.		
	6. Lease terms should be limited to short periods with opportunities for renewal at market rate terms.		
	7. Separate rate structures should be developed for intergovernmental relationships.		
No. 7	The BMA should immediately look to assess the need for the parking spaces leased from Wall Street. This effort should be coordinated through the new Parking Manager or the consultant during the implementation phase, if the Manager is not brought on board within 180 days.		
No. 8	Adopt Action Items in Table 21. (See Table 21 attached)		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 9	Integrate parking planning reviews in the planning and zoning review and approval process in the CBD and AMX districts. The City (Parking Office) should update and revise, as necessary, the current City ordinances related to parking requirements, as well as develop new policy guidelines and requirements and parking study guidelines as part of the Implementation Phase.		

PARKING AND ENFORCEMENT

Recommendation Number	Recommendation	Action	Status
No. 10	The BMA should relegate recommendations on enforcement needs, including staffing and equipment, to the Implementation Phase.		
No. 11	A target vacancy rate of 80 percent is recommended by LMG and should be approved by The BMA as part of the PMP.		
No. 12	The BMA should authorize a feasibility analysis of contracting with a private operator for short-term operation and management of the on-street parking during the Implementation Phase.		
No. 13	Based on the previous discussions, the BMA should adopt the following strategies as part of the PMP:		
	1. Offer to negotiate a reduction of parking requirements for development projects that incorporate parking structures rather than parking lots;		
	2. Offer density bonuses to projects that incorporate parking structures rather than parking lots;		
	3. Endorse mixed-use facilities where feasible to reduce the cost of parking and increase the revenue stream used to pay for the structure. Commercial lease rates are greater on a per foot basis than what can be generated from a parking space;		

PARKING AND ENFORCEMENT (continued)

Recommendation Number	Recommendation	Action	Status
No. 13 (cont.)	4. During the Implementation Phase, authorize the potential to use TIF funding for financing the cost to construct parking structures (if shown to be needed).		
	5. Entertain sale-leaseback agreements to identify the specific parameters and benefits to the City.		

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RATES AND TECHNOLOGY

Recommendation Number	Recommendation	Action	Status
No. 14	The BMA should authorize the adoption of the rates shown in Table 22 as a maximum. It should be at the direction of the Parking Office to implement at its discretion (without additional authorization by the BMA) based on achieving goals in the PMP. The rate tables should be updated every year and should identify the anticipated rates for the next three to five years, by year. The first "Rate" column is existing rate; the second "Rate" column is maximum rate over 3 to 5 year period.		
No. 15	An increase in the vehicle registration fees should be approved by the BMA as a source of additional revenue to support the parking system reorganization. The need will be documented and if warranted, the amount of the increase will be proposed as part of the Implementation Phase.		
No. 16	The BMA should direct the City to standardize the enforcement times for on-street paid parking. On-street paid parking in retail, commercial, dining and entertainment areas should be in effect and enforced from 8am to 10pm Monday through Saturday and 11am to 4pm on Sundays. Off-street paid parking should follow the same hours of operations and enforcement. An overlay district should be developed for the Arena area to ensure that paid parking is provided. New meter technology will provide ability to charge event parking differently from regular parking.		
No. 17	The BMA should approve the adoption of a "forgiveness" ticket policy that reduces but does not dismiss a ticket issued in the downtown area. The specifics will be identified in the financial and operations plan as part of the reorganization presented in the Implementation Phase.		

RATES AND TECHNOLOGY (continued)

Recommendation Number	Recommendation	Action	Status
No. 18	The BMA should approve the replacement of off-street meters in surface lots with pay by space or pay and display machines. The effectiveness of the technology would be evaluated before the program is moved to on-street locations (see recommendation for Elm Street demonstration project).		
No. 19	The BMA should authorize a detailed study in the Implementation Phase to evaluate, cost, develop a finance plan, acquire, and install all new technology system-wide.		
No. 20	The BMA should direct the Parking Department to immediately begin investigating the applicable technology to replace the mechanical meters. This recommendation should be completed as a priority in the Implementation Phase.		

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PERMITS

Recommendation Number	Recommendation	Action	Status
No. 21	The BMA should direct the appropriate City department(s) to stop issuing new permits and sunset the current practice of issuing permits over a maximum 90-day period (the shorter timeframe, the better). A new written policy should be adopted and implemented during this timeframe.		
No. 22	At such time as feasible, and in concert with the previous recommendation, the issuance of parking permits should be managed through real-time reports by the Parking Office. Purchasers of permits who are not active users of the system will be expunged and relegated to the lowest priority on the waiting list.		
No. 23	The BMA should direct the appropriate City department(s) to sunset the current residential permit parking practice and implement a policy statement on issuance of residential permits including the list provided below. The Policy should be subject to change based on parking conditions over time.		
No. 24	The BMA should authorize the City to revise the residential permit parking ordinance so that the requirement for the applicant to hold a "valid State of New Hampshire" license is revised to "valid driver's license".		
No. 25	The BMA should authorize the creation of one residential parking zone covering the AMX and CBD zoning districts.		

PERMITS (continued)

Recommendation Number	Recommendation	Action	Status
No. 26	The BMA should require the City to enact a moratorium on issuance of new permits in high demand lots and garages. When in the best interest of all parties, parkers should be directed to private lots where capacity exists. The City should facilitate this negotiation between developers and parking facility owners.		
No. 27	The BMA should direct the City (Parking Office) to post "no permit parking allowed" in specific on-street parking locations at the north end of Commercial Street to preserve on-street parking capacity for commercial and retail businesses that depend on on-street parking for their customers. The signs may also require restrictions during certain times, for instance from 9am to 5pm, when the on-street supply is fully usurped by permit parkers.		
No. 28	The BMA should direct the City to initiate the planning, design, and implementation of the Arms Street Lot controlled permit parking plan as discussed in this report.		

VALET PARKING

Recommendation Number	Recommendation	Action	Status
No. 29	The BMA should direct the Parking Office to establish and enact a policy for creation of individual valet parking zones for specific businesses. The City should also support, encourage, and facilitate the creation of a larger zone based valet parking service managed by the private sector.		

PARKING EXPANSION

Recommendation Number	Recommendation	Action	Status
No. 30	The BMA should direct the City to obtain an appraisal for the garage (already in-progress) and negotiate a sale of the CNH garage to the owners of the hotel and convention center.	The sale of the CNH parking garage was completed in January	Complete
No. 31	The BMA should approve the issuance of an RFQ to enter into one or more development projects with private sector proposers for the development into one or more development projects with private sector proposers for the development of mixed-use projects and public parking in the Arena and ballpark subareas		
No. 32	The BMA should direct the City to enter into negotiations to sell the Granite Street Lot to the owner(s) of the adjacent Millyard Building.		
No. 33	The BMA should direct the City to enter into negotiations to sell the Seal Tanning Lot to the owner(s) of the adjacent Millyard Building owner.		
No. 34	The BMA should direct the City to develop a financing and development plan for the planning, design and construction of a three-bay, five level parking structure on the Bedford lot as soon as reasonably possible.		
No. 35	The City in conjunction with the Parking Department should investigate the options and costs related to constructing remote parking along Commercial Street and serving that parking with a shuttle.		

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PARKING EXPANSION (continued)

Recommendation Number	Recommendation	Action	Status
No. 36	All development proposals should provide sufficient parking to meet the parking needs of the project plus replace any loss in parking that may impact the availability of the parking supply to other users in the service area of the parking lot. This finding should be determined through a shared parking study/analysis conducted by the developer per the direction of the City.		
No. 37	The BMA should direct the City to prepare and adopt shared parking study approach for use by the developer in such cases as part of the Implementation Phase.		
No. 38	The BMA should adopt a policy regarding the evaluation of new development proposals as an opportunity to implement the PMP. This opportunity could be varied, from jointly developing and expanding the public parking component, to condominiumization, sale/leaseback, management plans, or other collaborations that benefits the City and the developer, development and/or the economy.		
No. 39	The BMA should direct the City to initiate the planning, design, and implementation of at least two cross-street linear parking lots.		

Table 21 – Enforcement Observations and Actions

Item	Observation	Impact or Comments	Action	Benefit
1	Police Officers are diverted from the Police Department's core mission - Public Safety.	Police Officers should focus on Public Safety not parking control.	Provide an adequate number of PCOs.	Increased focus on provision of Public Safety by current Officers.
2	Parking control is a secondary task for Police Officers. City gains ability to modify parking behavior consistent with Parking Office objectives.	Parking control is not consistent and therefore, by design, will not consistently be aligned with management objectives of the Parking Office.	Assign PCOs to the Parking Office.	City gains ability to modify parking behavior consistent with Parking Office objectives.
3	Police Officers do not have adequate technology.	Increased costs for processing, tracking tickets more difficult, no clear reporting systems, and no data output to assist in management practices.	Implement adequate technology including software, hardware, policies, objectives, plus items 1 and 2.	Reduced administrative costs, immediate feedback on parking behavior, increased fines revenue, more "City Ambassadors" on the street and available to community.
4	Four PCOs not adequate to cover Citywide-parking system. Need additional PCOs.	Inconsistent management, abuse of the system, loss of available parking for intended users. Overtime must be paid for parking control for Verizon Wireless Arena and Fisher Cat events. They need more people, not more vehicles. They need to be assigned to territories and driven to their territory in the morning. Their territories should be rotated.	Hire an adequate number of PCOs given the geographic boundaries, parking inventory, and job description. Provide on-going training through industry certification programs. Review and add enforcement vehicles as needed.	Increased efficiencies in the system citywide. Increased moral by PCOs. Ability of City to manage PCOs and assigned routes. Can adequately benchmark PCO activity and make changes when necessary. Increased revenue and increased accessibility of the parking system by intended users.
5	One person responsible for booting of scofflaws. Lack of adequate technology to identify booters, react timely enough to actually boot them, and then track through the payment process. Hit and miss approach to identifying and booting scofflaws.	A backlog of approximately 900 vehicles. Scofflaws will increase since the "threat to boot" will be largely ignored. This can have a huge impact on the number of available short-term parking spaces available, especially downtown. Costs are higher than required because of inefficiencies. The impact of this cost is much higher than for ordinary fines processing since there is ultimately, minimal revenue collected from scofflaws.	Outsource activity through existing towing contracts the City already has. Upload and maintain dynamic scofflaw database list in PCO ticket writing equipment which will allow immediate identification of scofflaws - so booting can be enacted. Enact a revised towing ordinance.	Increase compliance with management practices. Elimination of chronic abuser's can effectively increase the number of spaces available to intended users - especially in the CBD EIm Street corridor. Increased fines revenue.

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Table 21 – Enforcement Observations and Actions (continued)

Item	Observation	Impact or Comments	Action	Benefit
6	Backlog of violations.	Statute of limitations exceeded, court cases dismissed and valuable internal personnel resources lost that could be directed in more effective activities. Consider requesting changes to state law that attaches unpaid fines to State vehicle registration and/or license renewals.	See item 1, 2 and 3. The fines ordinance should be revised so those summonses are issued. A summons does not expire.	Increased efficiencies within City government increased parking management compliance, abuse of parking system reduced. Revenue increased and costs reduced.
7	No current access to parking violations data, parking use, or problems with on-street parking.	Lack of ability to react to changes in behavior, direct parkers to available parking, enforce parking or resolve issues in real-time.	See item 3.	See items 2, 3, 4, 5 and 6.
8	Current technology including computer equipment, software, ticket writing, and communications are inadequate and/or obsolete.	Lost labor hours, increased costs, lack of control over achieving objectives, increased frustration by staff. Lack of ability to upgrade current equipment.	See item 3.	See items 2, 3, 4, 5 and 6.

Table 22 – Parking Fees and Fines

Type	Hourly	Existing Rate	Maximum Rate
Premium	Average on-street meter cost	\$0.50	\$0.75
Premium	Average attended cost per ½ hour	\$0.25	\$0.60
Premium	Average off-street hourly	\$0.50	\$0.75
Flex-Park	Average on- and off-street hourly	Not applicable	\$0.45
Flex-Park	Average per use (one entry/one exit)	Not applicable	\$3.50
Daily	Average daily maximum	\$7.00	\$7.00
Type	Permits	Monthly	Monthly
Unrestricted	Average off-street cost for 24/7 access	\$70.00 to \$72.50	\$100.00
Restricted A	Average off-street costs for 24/7 entry before 5pm	Not applicable	\$66.00
Restricted B	Residential off-street permit 6 pm to 8 am	Not applicable	\$30.00
Restricted C	Residential on-street permit 6 pm to 8 am	Not applicable	\$35.00
	Fines	Per Ticket	Per Ticket
	Overtime Parking	\$10.00	\$10.00
	2 hour discount for early pay	Not applicable	\$5.00